

S E C R E T
SECURITY INFORMATION

REPORT

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COUNTRY Poland

SUBJECT Slupsk Airfield

DATE DISTR. 14 Oct. 53,

NO. OF PAGES 5

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE
ACQUIREDSUPPLEMENT TO
REPORT NO.

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DATE OF IN

THIS IS UNEVALUATED INFORMATION

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The Slupsk (Stolp Reitz) Airfield N 54-27, E 17-02 was located four kilometers east of Slupsk. Formerly an Aircraft Mechanics' School, it was being operated as an airfield by the Polish Navy in May 1951. There were no runways but [redacted] in the Summer of 1952 two runways were under construction; one running north-south.

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[redacted] the airfield was Soviet operated and that MIG type aircraft were based there. There was a First Aid Station on the field [redacted]

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//Location of Slupsk Airfield and points of interest [redacted]

[redacted] and [redacted] sketch of Slupsk Airfield.

25 YEAR RE-REVIEW

USAF review completed.

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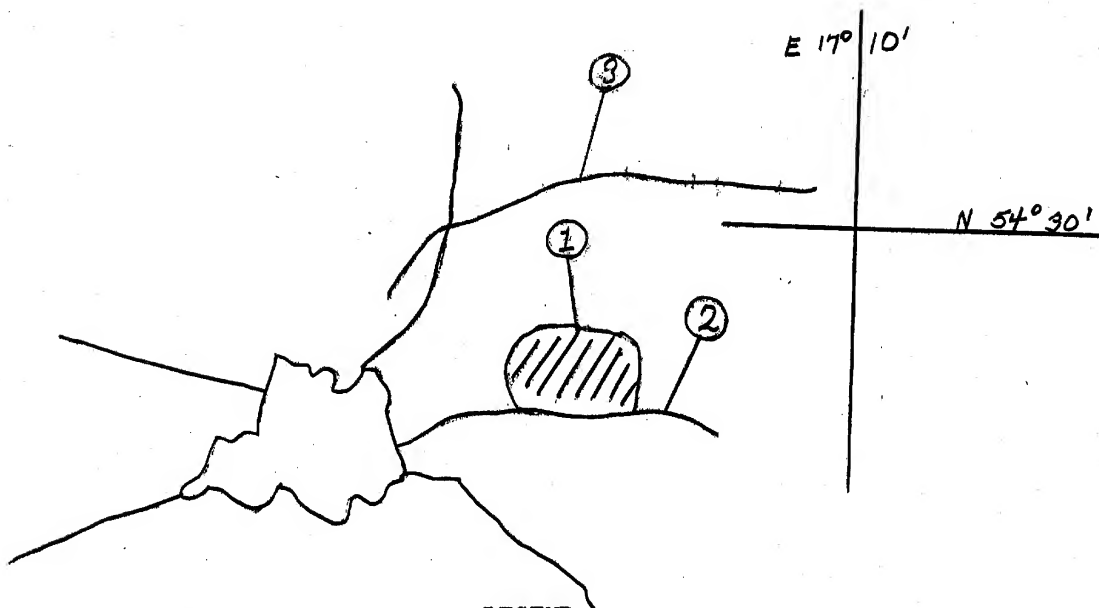
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Location of Slupsk Airfield and
Other Points of Interest.

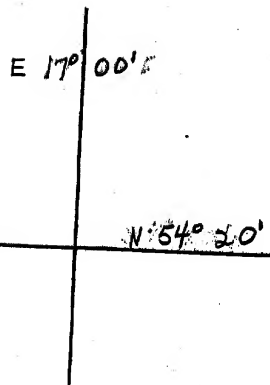
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LEGEND

Point #1. Slupsk Airfield.

2. Highway: six meters wide; cobblestone, in good condition; led four kilometers west to Slupsk.
3. RR Tracks: double track, standard gauge; three kilometers north of airfield.



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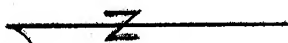
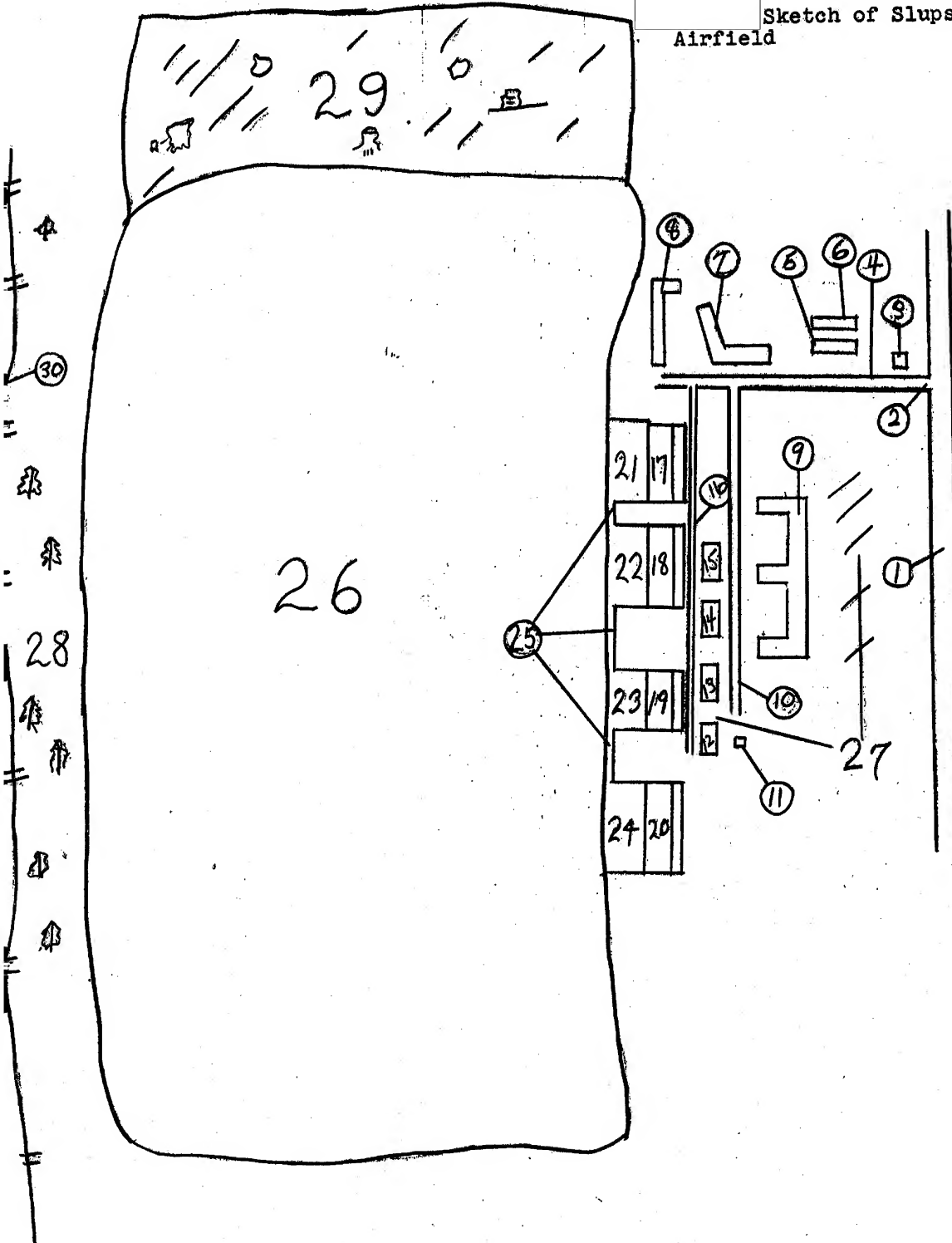
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Sketch of Slupsk
Airfield

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Legend to Sketch

- Point #1. Highway: See Overlay, Pt. 2 transportation consisted of military busses.
2. Entrance: four meters long, hinged, red and white striped bar, similar to a RR crossing gate.
3. Guard Shack: five by five by three meters; brick, with gable roof; 25 m. from highway, Pt. 1, above.
4. Road: crushed stone; 5 m. wide; 200 m. from highway, Pt. 1, above; led to grassy, airfield surface, Pt. 26, below.
5. Barrack: wooden; 20 x 8 x 3 m; tar paper-covered, gable roof; for enlisted personnel.
6. Barrack. Same as Pt. 5, above.
7. Billeting and Recreation Building: three story brick; south wing, 40 m. long; north wing, 30 m. long; both wings 15 m. wide; roof construction The north wing was occupied by officers and NCO's with and without dependents; south wing was utilized for recreation.
8. Headquarters: brick; west wing, 50 m. long; south wing, 20 m. long; both wings, 10 m. wide, 5 m. high, with gable roof. Base administration was handled in this building. in May 1951, the Base Commander was Lt. Col. Stanislaw TURCZYNSKI and his office was located at the west end of the building. Building was 10 m. from road, Pt. 4, above. It also housed a weather station.
9. Headquarters 50th Labor Service Battalion: three story brick; 70 m. long, with three wings, each 35 m. long, 15 m. wide at all points, with tin, gable roof. In May 1951, the 50th Labor Service Battalion headquarters was located here and the personnel were also billeted here. The labor service battalion duties included airfield guards, airfield messing facilities, transportation, etc. Building was located 10 m. from road, Pt. 10, below.
10. Road: five meters wide; cobblestone, in fair condition.
11. Commissary: 15 x 15 x 5 m; brick, with gable roof.
12. Warehouse: 20 x 10 x 8 m.; brick, with half oval-shaped roof; contents unknown to me.
13. Warehouse. Same as Pt. 12, above.
14. Warehuse. Same as Pt. 12, above.
15. Warehouse. Same as Pt. 12, above. All warehouses were 30 m. apart.
16. Road: three meters wide; cobblestone, in poor condition.
17. Hangar: 50 x 40 x 8 m.; brick, with shed roof; some IL-10 type aircraft in hangar.
18. Hangar: Same construction and dimensions as hangar

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/Pt. 17, above/. This hangar housed some PE-2 type aircraft. Hangar was 10 m. from hangar, /Pt. 17, above/.

19. Hangar: 40 x 30 x 8 m.; brick, with shed roof; four PO-2 type aircraft were in this hangar; 30 m. from hangar, /Pt. 18, above/.

20. Hangar: same construction and dimensions as hangar, /Pt. 17, above/; 30 m. from hangar /Pt. 19, above/; /All hangars had work shops at the south end which were separated from the rest of the hangar by a brick wall./

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21. Apron: concrete; 50 m. long, 40 m. wide

22. Apron: /Same as apron, Pt. 21, above./

23. Apron: concrete; 40 x 40 m.

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24. Apron: /Same as apron, Pt. 21, above./

25. Concrete Strip: five meters wide; connected all aprons; /Airfield had no runways, taxi-strips, nor perimeter tracks./

26. Airfield Surface: grass; 2,500 m. east - west, 2,000 m. north - south; landings with the aid of a landing "T" and take off's were made on this level surface from all directions, depending on the wind; elevation, 70 m. above sea level.

27. Heavily Wooded Area.

28. Heavily Wooded Area: reached a height of 7 - 10 m.; only obstruction to airfield.

29. Stump Area: 400 m. from east to west; this area was being cleared of its stumps by heavy machinery, to extend the airfield. /The western end could also be extended one to two kilometers./

30. Double RR Track: /Overlay, Pt. 3/

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